

N62473-15-R-0811
RADMAC II
QUESTIONS & ANSWERS #7
27 JULY 2015

1. With regards to restoration of building surfaces, our structural engineer performed a structural assessment and has determined that removal of concrete sections between piers/pilings will compromise the structural integrity of the building. This determination requires replacement in kind to maintain structural integrity. Since we expect having to remove large concrete sections to remove subgrade interior piping, does the Navy agree that restoration of interior concrete surface must be replaced in kind with final testing and inspection by a license structural engineer?

Under a FFP contract and the FAR Section 16.202-2 requires "...reasonable definite functional or detailed specifications..." for the use of an FFP contract in order to establish "...establish fair and reasonable prices at the outset...", we are requesting the Navy to assist contractors in establishing a method for determining the amount of sub-slab piping requiring removal and subsequent structural repairs in order to provide for a fair evaluation. Since the cost for sub-slab pipe removal and repair is very significant and there is no information currently available to bound the required end-state of the slab and quantity of slab to be remove, we feel this request is appropriate within FFP contract requirements.

RESPONSE: Contractors may look at other previous documents conducted at HPNS to obtain examples of sub-slab piping remediation. All contractors have the same schematics to estimate costs. This is a performance based contract and the Navy will not provide a method to establish the best estimate or proposal.

2. All trucks entering and leaving HPS must pass through a portal monitoring which screens for radiation. Traditionally, another contractor has been performing this function. Should this function be included in our bid?

RESPONSE: The portal monitor is operated by the Basewide radiological contractor. The contractor must coordinate with the Basewide Radiological Contractor as the portal monitor is operated on an as needed basis.

3. All trucks leaving HPS must get washed, which is a function that another contractor is providing now and for the next 6 months. Should this function be included in our bid?

RESPONSE: Decontamination of the contractor's trucks is the contractor's responsibility.

4. What is the schedule for delivery of the final Building 211 and 253 Characterization Survey Results report?
 - a. Is finalization likely to occur prior to the proposal due date?
 - b. If the report will not be final prior to the proposal due date, will NAVFAC SW share all ongoing comments and correspondence regarding stakeholder reviews and response?
 - c. If no, please confirm the contractor(s) involved in the finalization of the reports has an ongoing inherent conflict and will be excluded from participation in the task order.

RESPONSE:

- a. No
- b. No, the comments to the report will not affect the final outcomes of the Proposals.
- c. A Conflict of Interest mitigation plan is a mandatory section of the solicitation and will be evaluated prior to award.

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5. PWS Section 1.2, para. 11, states that, "...the Navy and State of California have agreed that alpha scan speeds for large area probes shall be determined utilizing Multi-Agency Radiation Survey and Site Investigation Manual (MARSSIM), Appendix J, Formula (J-3), with "G" (source activity) limited to 300 dpm and probability not to be less than 90%."
- a. Since Formula J-3 is based on hand scanning (i.e., the probability of getting a prescribed number of counts that will give a surveyor sufficient cause to stop and investigate further), is the contractor to assume that any form of automated alpha scanning is not allowed?
 - b. As a follow-on to the preceding question, If automated alpha scanning is allowed, will its minimum detectable concentration similarly be limited to not less than 90% or will the traditional value of not less than 95% be expected?
 - c. The cited specification appears to apply "...for large area probes...". What constitutes a "large area probe" and are all other probes disallowed for alpha scan purposes?
 - d. The source activity "G" is defined as limited to 300 dpm and is not denoted as an areal activity value (i.e., in dpm per 100 cm²) as are the examples provided in MARSSIM Appendix J. Does this mean 300 dpm is the limit of total detected activity regardless of detector active area?
 - e. As a follow on to the preceding question, the sensitivity of a 100 cm² detector would be 300 dpm over 100 cm² (i.e., 300 dpm/100 cm²) while the sensitivity of a 600 cm² detector using the same 300 dpm value would be much higher and result in a much lower level of detection, i.e., 300 dpm over 600 cm², or 50 dpm/100 cm². Though the sensitivity of one detector is six times higher than the other, are their results to be compared to the same non-areal 300 dpm limit?

RESPONSE:

- a. Automated alpha scanning may be allowed, however, this type of detail can be negotiated after the contract is awarded. It is suggested that the offerors follow the suggested language since it has been proven to be accepted by the State of California.
 - b. see response for a.
 - c. Gas Proportional Probes that are designed for performing alpha/beta scans that would cover an area generally larger than a hand held instrument (~100cm²).
 - d. The current criteria is 300 dpm/100cm². The contractor must be able to successfully determine the dpm/100cm² to convince the regulator that the activity conforms to the criteria.
 - e. See response to d.
6. It appears that the only trucking route from Building 253/211 to the Parcel E RSY 3 Screening Yard will be through areas which will have recently been upgraded with a new durable cover. Are the contractors responsible for repairs to any damage that routine material trucking will cause to the newly placed durable cover?

RESPONSE: Any repairs will be the responsibility of the offerors.

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7. Does the Navy require additional investigation or remediation of the asphaltic brick and grout found on the exterior promenade of the sixth floor?

RESPONSE: If this area is needed to obtain free-release. The contractor should provide their best method to obtain the objective.

8. PWS 2.6.1.2 Non-Radiological Wastes

- a. Are trucks (including all shipments of non-rad waste) that leave the site required to pass through a radiological Portal Monitor prior to exiting HPNS?

RESPONSE: Yes, all trucks will need to pass through a rad portal monitor prior to exiting HPNS.

9. PWS Section 2.4.1.2 states the Contractor shall have access to RSY-3 located in Parcel E.

- a. Please confirm that RSY-3 will be available in usable condition (i.e., no significant repairs will be necessary).
b. Please confirm the number of pads that are available in RSY-3.

RESPONSE: a. The RSYs are in usable condition. However, some minor repairs may be needed.
b. 26 are available.